(d) SAT was conducted on NFR and KRCL has been advised to rectify the deficiencies observed during SAT and also carry out the additional work/minor modifications. At the same time, KRCL have also been advised to ensure transfer of design details to Indian Railways and development of additional independent vendors to ensure long-term maintainability of the system/competitive rates. On resolution of these issues, it is proposed to undertake performance evaluation by a Multi -Disciplinary Team including experts from RDSO.

Filling up the Backlog vacancies

1922. SHRI PRAVEEN RASHTRAPAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Hon'ble Prime Minister had instructed to fill up backlog of vacancies on or before December, 2005;

(b) the reasons why there is large backlog of vacancies in promotion of SC and ST; categories; and

(c) why regular D.P.C. are not conducted by the Railway Board?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir. The Hon'ble Prime Minister re-iterated Govt.'s commitment to fill up at least 80% of the backlog vacancies of Scheduled Castes and Scheduled Tribes by December, 2005, which were identified to be filled up through Special Recruitment/Promotion Drive launched in 2004, in pursuance of Government's Common Minimum Programme. Further, on a subsequent review of progress in filling of backlog vacancies, the target date has been extended up to September, 2006.

(b) The accrual and filling up of vacancies in promotion categories is a continuous process. However, large number of backlog vacancies of Scheduled Castes and Scheduled Tribes (STs) are due to (i) non-availability of candidates specially STs in feeder grades and there being no recruitment in the previous years in Group 'D' posts (ii) man power planning and bifurcation of few Railways to new Zonal Railways, excess operation/ redeployment of surplus staff/shrinkage of cadres/categories where intake is not desirable; (iii) non-availability of suitable candidates in technical and

safety categories where there is no relaxation/concession for reserved category candidates;

(c) Departmental Promotion Committees (DPCs), as far possible are constituted at regular intervals. However, in few cases, regular DPC meetigns could not be held in time due to administrative difficulties in completing the necessary formalities/documentations and also due to court cases etc.

Additional bogie in Chhattisgarh Express

†1923. SHRI SHREEGOPAL VYAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of people of Bikaner and Jodhpur residing in Chhattisgarh have demanded to attach an additional bogie with the Chhattisagrh Express;

(b) if so, the details of consideration thereon; and

(c) whether the department would consider it *suo moto*, if not demanded?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Yes, Sir. 8237/8238 Bilaspur-Amritsar Chhattisgarh Express is presently running with 22 coaches. It has been planned to increase its load to 24 coaches w.e.f. 04.09.2006 8473/8474 Puri-Jaipur Express (Weekly) running via Bilaspur - Raipur has been extended to Jodhpur from 05.07.2006. This has linked Jodhpur with Chhattisgarh. Provision of additional coaches for Bikaner and Jodhpur passengers in Chhattisgarh Express in not feasible at present due to operational and resoruces constraints.

Rail projects

1924. SHRI DWIJENDRA NATH SHARMAH: Will the Minister of RAILWAYS be pleased to state:

(a) the details of present status of ongoing rail projects alongwith targets fixed for their completion in the country, rail-division-wise/State-wise, project-wise;

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†Original notice of the question was received in Hindi.